

REPORTING

INFORMATION REPORT

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SUPPLEMENT TO
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1. The barracks buildings of PT Camp No 7099/3, 500 meters west of the Karaganda ($49^{\circ}32' N/73^{\circ}06' E$) - Almolinsk ($51^{\circ}09' N/71^{\circ}25' E$) railroad line, Kazakh SSR, 3 to 4 km north of the Nov-Karaganda railroad station, were intended to be occupied by the Soviet Air Force. This was inferred from repeated inspections by Soviet Air Force officers and from the fact that an improvised airfield was opposite the PT camp, east of the railroad line. *
2. There were only protective roofs for aircraft at the field. The PT camp had barracks buildings, completed in the summer of 1948, and three more buildings were still under construction.
3. The field was occupied by biplanes and slow monoplanes.
4. The airfield about 7 km north of Karaganda, just east of the single-track railroad line to Almolinsk, was, according to local residents, newly constructed. * Intensive flying with single-engine and multi-engine planes was seen at the field, which was very large, from a great distance.

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5. Three-story barracks buildings of logs were being built around PW Camp No 7029/3, 5 km north of the town and west of the railroad line. Two buildings were completed. The PW camp was to be evacuated and was believed to be scheduled for occupation by pilots. A large grain-silo was just west of the railroad line, 2 km south of the PW camp.
6. The airfield 10 km from Old-Karaganda was under construction and had a 6-meter wide road leading to the town. * Coal pits were 5 to 6 km from the field. A runway, of which a 1,000-meter section was completed, was being constructed at the field. A five-story administration building and a construction site, about 200x1,000 meters, were on the edge of the field. Steel structures for hangars were stored on the site. There were boundary and obstacle lights.
7. About 2,000 laborers, including 30 percent women, were employed for construction work. Many concrete mixers were in operation. Convoys of trucks hauled bricks, sand, cement and other building material to the field.
8. The field was occupied by ten biplanes; four twin-engine planes with wings swept to the fore, landing gear retracting rearward, long nose, engines protruding far beyond leading and trailing edge of wings, single rudder assembly round and noticeably large, said by Soviets to be a new type which was to be test-flown at the field; twin-engine planes with single rudder assembly, similar to Douglas; and two single-engine planes with landing gear retracting outward, similar to Spitfire. **
9. There was very intensive day and night flying with individual planes.
10. The civilian airfield, about 1 1/2 km square, was about 5 km south of the town center of Karaganda, 500 meters east of the Karaganda-Spask (49°31' N/73°17' E) road.
11. Installations on the western edge of the field included a flight control station with radio and weather station; a hangar for six to eight aircraft. A concrete taxiway, about 300 meters long, extending in eastern direction, was in front of the hangar; and an underground fuel dump in the northwestern corner of the field.
12. The field was used by commercial planes almost exclusively. Ten to 12 planes made intermediate landings every day between 11 a.m. and 2 p.m. Local residents said that the nearest airfields were in Petropavlovsk (54°52' N/62°29' E) and Alma Ata (43°15' N/76°57' E).
13. The airfield was east of the Old-Karaganda - Mikhailovka (49°52' N/73°3' E) road and east of the Meol Kombino, the latter was on a 100 meter high and far-visible plateau. *** The field, which was very large, was mainly used by commercial planes, there were searchlights and obstacle lights. Drainage facilities were not required as the field cover dried quickly after rain. There were no concrete runways.
14. Installations in the western section of the field included a three-story house, 15 to 20 meters high (restaurant and quarters for pilots); a tool shed; an underground fuel dump; and a DF station.
15. The field was occupied by many biplanes flying individually and in formation, and by twin-engine and three-engine planes, presumably commercial planes, similar to the Ju-38 and Ju-52, flying individually.

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16. The civilian airfield was east of the road leading from New-Karaganda to Old-Karaganda, north of New-Karaganda and east of the Meal Combine of 10 to 12-story grain silos. ***
17. Biplanes and the daily take-offs and landings of 6 to 7 twin-engine commercial planes were seen.
18. The airfield about 2 km from the Meal Combine and the railroad line to Bayan Aul was about 2x1 km and surrounded by fields. *** Searchlights were in operation at night. There was a stone building, 12 meters high, with a cupola on top. Three large boilers, 3 meters high and 6 meters in diameter, were in the northwestern corner of the field.
19. The field was occupied by three or four biplanes and four or five three-engine commercial planes, each of which could carry 40 passengers, according to Soviets.
20. There was little flying.

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[REDACTED] Comment. The pinpoint location of the military airfield north of Karaganda which is under construction cannot be determined for lack of reliable maps, as different landmarks were mentioned by the reporting sources.

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[REDACTED] Comment. The information on the planes observed, particularly the four twin-engine planes with wings swept far to the fore, is considered doubtful. Such a conspicuous aircraft type would have been observed and reported by other PWs interned in Camp No 7099/3. Therefore the occupation of the field cannot be determined.

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[REDACTED] Comment. The commercial airfield south of Karaganda is also occupied by some small trainers or courier planes.

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